

F. Y. 1989 BUDGET
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Boston Redevelopment Authority

Urgent Needs Funding

October 13, 1988

URGENT NEEDS FUNDING

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URGENT NEEDS FUNDING

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URGENT NEEDS BUDGET

The Boston Redevelopment Authority has had a number of funding contracts with the City under the Community Development Block Grant (CDBG) and Urgent Needs (UN) programs. In June 1986, the BRA had four CDBG contracts and two Urgent Needs contracts, all of which expired at the end of that month. At that time, the combined balance of the four CDBG contracts was \$1.6 million and the balance of the two UN contracts was \$2.2 million.

The BRA now proposes an Urgent Needs contract in the amount of \$2.2 million. This will enable the BRA to complete all the unfinished items from the contracts mentioned above and to provide support for several housing initiatives which are of critical importance to the City.

The proposed budget follows:

HOUSING INITIATIVES

Infill Housing	\$235,000
Bricklayers & Laborers Non-Profit Housing Corporation	207,445
Transitional Housing	19,575
South End Neighborhood Housing Initiative	<u>262,000</u>
Total, Housing Initiatives	\$724,020

NEIGHBORHOOD REVITALIZATION

Southwest Corridor / Parcel 18	\$345,253
Commitments from previous CDBG and UN Contracts	<u>1,009,991</u>
Total, Neighborhood Revitalization	\$1,355,244
Contingency for all of the above projects	<u>118,420</u>

TOTAL PROPOSED URGENT NEEDS CONTRACT	<u>\$2,197,684</u>
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THE INFILL HOUSING COLLABORATIVE

BACKGROUND

In 1969 - 1970, an Infill Housing Program was undertaken by HUD and a private developer to construct 400 units of family housing on vacant sites scattered throughout the city. Over 100 units in 18 structures were begun, but the project was abandoned before they were finished. The abandoned shells were seen as a safety problem and an affront to the neighborhoods in which they are located. In 1986, the Infill Housing Collaborative was formed to convert these abandoned shells into affordable housing.

The buildings are masonry structures in varying configurations ranging from 4 to 12 units in a building with 3 to 5 bedrooms per unit. There are 17 buildings with 84 units remaining in the Roxbury/ North Dorchester neighborhoods. Of the remaining units, 76 will be affordable to families making below 80% of the SMSA.

CONTRACTS

On March 20, 1986, the BRA designated the following Community Development Corporations (CDCs) to redevelop the 17 infill structures.

- Nuestra Comunidad
- Codman Square HDC
- Roxbury - North Dorchester NRC
- Quincy-Geneva/Roxbury Multi-Service Center

The BRA agreed to provide funds to each CDC to facilitate the development process at the very point when they needed the most help -- in the start-up phase. Each CDC entered into a contract in the amount of \$15,000 with the BRA. The scope of services for each contract was: to provide staff to design the financial and marketing program; to obtain financial commitments for construction and permanent loans; to identify and obtain additional subsidy resources; and to work with the Infill Consortium to bring the infill properties to final designation.

Another contract, in the amount of \$175,000, was entered into with the Collaborative for the removal of asbestos, interior demolition, removal of debris, and architectural and engineering services.

URGENT NEEDS BUDGET

Nuestra Comunidad	\$ 15,000
Codman Square HDC	15,000
Roxbury - North Dorchester NRC	15,000
Quincy-Geneva/Roxbury Multi-Service Center	15,000
Asbestos removal, demolition, and engineering	<u>175,000</u>

Total, Infill Housing Collaborative \$235,000

STATUS

Tentative designation was awarded in March 1986, final designation in September 1987, and construction is underway. All funds from the BRA have been paid to the four CDCs and the Infill Collaborative. The work on asbestos removal, demolition, and engineering is complete.

URGENT NEEDS BUDGET

Total, Bricktown Non-Profit Affordable Housing

\$707,475

STATUS

Construction is nearly complete. Designation is scheduled for late Fall.

BRICKLAYERS NON-PROFIT HOUSING CORPORATION

BACKGROUND

On June 12, 1982, the BRA approved the transfer of a portion of the interests of Immobiliare New England (INE) in Parcel 4A in the Navy Yard. The transfer went to a joint venture involving INE and the Bricklayers and Laborers Non-Profit Housing Corporation for the construction of affordable housing. Subsequently, in June 1987, Final Designation was given solely to the Bricklayers with INE's agreement that it would limit its participation to a cash donation in support of the project.

Total development cost is now estimated at \$1.6 million. This amount increased substantially during the early phases of the construction process due to unforeseen excavation problems and from work on piles, pile caps, grade beams, etc.. It is critical that the shortfall created by these expenses be filled in order to ensure that the units will remain affordable.

URGENT NEEDS BUDGET

Total, Bricklayers Non-Profit Affordable Housing	\$207,445
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STATUS

Construction is nearly complete. Occupancy is scheduled for late Fall.

SOUTH END TRANSITIONAL HOUSING INITIATIVE

BACKGROUND

Parcel to parcel linkage is designed to channel resources from downtown development to economically disadvantaged neighborhoods. The City's second parcel to parcel linkage project links the development of Park Square to a parcel on Washington Street in the South End. A portion of the economic value created by the mixed use development on the Park Square site will be used to provide transitional housing for homeless women and their children.

Prior to issuing a request for proposals from those interested in providing such transitional housing, the BRA entered into a contract with the Women's Institute for Housing and Economic Development (WIHED) to develop recommendations about the type of program services the transitional housing program ought to provide. WIHED's recommendations led to the development of a detailed list of the program services. This organization developed the request for proposals and briefed all parties interested in responding to the RFP. WIHED worked closely with the BRA to evaluate the proposals submitted.

CONTRACTS

The BRA secured the services of WIHED through two contracts totalling \$30,000. The work was completed by WIHED at a final cost of \$19,575.

URGENT NEEDS BUDGET

Total, Transitional housing

\$19,575

STATUS

The transitional housing program will provide 36 low cost housing units, social services, and general support needed by many women who wish to lead independent, self-sufficient lives with their children. The program is scheduled to be fully operational by 1990.

SOUTH END NEIGHBORHOOD HOUSING INITIATIVE

BACKGROUND

Under Phase I of the South End Neighborhood Housing Initiative program, a community group, Inquilinos Boricuas en Accion (IBA), was granted tentative designation to redevelop the remains of a burnt out and partially demolished church. The parcel, located at 640 Tremont Street, will be developed into 27 housing units, 3,700 square feet of retail space, and 21 underground parking spaces.

IBA's development will make two-thirds of the residential units affordable to low and moderate income families. The project's total development cost is \$4.3 million. Capital expenditures related to this development have led to an \$812,000 financial shortfall. IBA has received commitments to meet part of this shortfall in the amount of \$550,000. The remaining \$262,000 is needed for the project to proceed.

CONTRACTS

The funds requested for this project will be used by the Community Development Corporation, Inquilinos Boricuas en Accion.

URGENT NEEDS BUDGET

The funds requested will be used for capital improvements including: restoration of a 75 foot tower and its foundation; utility connections; and sidewalk reconstruction.

Total, South End Neighborhood Housing Initiative	\$262,000
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STATUS

The project is currently undergoing community design review. Construction is scheduled for Spring 1989.

SOUTHWEST CORRIDOR PARCEL 18

BACKGROUND

The parcel to parcel linkage program is designed to channel benefits from downtown development to economically disadvantaged neighborhoods. In this first parcel to parcel linkage project, the development of parcel 18 in Roxbury is linked with that of the Kingston-Bedford garage, located in downtown Boston. The total development cost for the linked project is expected to exceed \$400 million. It will provide more than 6,000 permanent and construction jobs, job-training programs, affordable housing, business and equity opportunities, child care facilities and funding for community development to the Roxbury and Chinatown communities. The goal of the project is to provide these communities with the economic opportunities that will allow them to become self-sufficient.

A joint venture consisting of Columbia Plaza Associates, a Boston-based team of nonwhite entrepreneurs, and Metropolitan Structures, a nationally known development company, was given tentative designation for the project on March 10, 1988. Since then, the venture has submitted conceptual designs for the two sites and has been negotiating with tenants. In the Fall of this year, the team will be submitting a proposal to the Massachusetts Water Resources Authority for development of a 250,000 s.f. headquarters on the Parcel 18 site. The team is expected to receive final designation for the Parcel to Parcel linkage project in early Spring 1989.

CONTRACTS

Potential development on Parcel 18 would depend on such development's environmental impact in the area. Environmental review of all such developments is required under the Massachusetts Environmental Policy Act (MEPA). To comply with MEPA standards and to facilitate the development process, the BRA awarded a contract with the minority-owned firm of W. C. H. Industries, Inc. to prepare draft Environmental Impact Reports for Parcel 18 and its linkage counterpart, the Kingston-Bedford development parcel.

The BRA has also entered into a contract with the firm of Minot, Debloise and Madison to perform market and financial feasibility analyses. The firm reviewed preliminary financial projections that had been prepared by BRA staff and compared these with its own extensive data base on development costs, revenue projections, and operational costs. The firm also provided assessments of the market demand for office, retail, and hotel space in the Parcel 18 area. Finally, the firm analyzed several development alternatives to identify the manner in which the two development projects can best support one another.

Finally, the BRA entered into a contract with the firm of Parsons, Brinkerhoff, Quade & Douglas, Inc.. for initial investigations of Parcel 18 to determine soil conditions. This firm also furnished a preliminary report on alternative development plans for Parcel 18.

URGENT NEEDS BUDGET

Funds requested for the Parcel 18/Kingston-Bedford Linkage project will be used in the following manner:

Environmental review -- W.C.H. Industries	\$ 260,000
Market and financial feasibility analyses -- Minot, Debloise & Madison	81,700
Preliminary engineering -- Parsons, Brinkerhoff, Quade & Douglas	<u>3,553</u>
Total, Southwest Corridor Parcel 18	\$345,253

STATUS

The environmental review work is progressing satisfactorily in compliance with MEPA standards. Submission of the draft Environmental Impact Report is scheduled for late Fall 1988. The market and financial analysis work by Minot, Debloise & Madison has been completed and final payment to this firm has been made. The preliminary engineering work by P.B.Q.&D. is complete. The initial phase of construction on Parcel 18 is scheduled to start in Spring 1989.

CONTRACTS

To carry out the major project, the BRA engaged the firm of Edwards & Kelcey for engineering services and Andrew Engineering & Design for construction.

Edwards & Kelcey carried out the street engineering services under two contracts with the BRA. These included: revisions to City, State, and Federal approval plans; modifications to Public Improvement Coordination documents; resident engineering and final inspection. The first contract amount was \$60,000, of which the BRA has been reimbursed from UN funds for all but \$6,462. The second contract amounted to \$30,000, of which the BRA has been reimbursed for all but \$7,986. A third contract with Edwards & Kelcey covered engineering on EPA sewer work. This contract totaled \$290,000 and was funded from CDRC/UN funds, EPA funds, and City of Boston Capital funds. The final payment on this contract, in the amount of \$72,357, was made by the BRA and reimbursement is requested from UN funds.

The Andrew contract, dated July 7, 1986, provided for reconstruction of these streets for a total amount of \$234,970. The contract was completed under budget at \$266,837 with funds provided from the City of Boston Capital Program in the amount of \$215,000 and CDRC/URGENT Needs in the amount of \$41,837.

CHARLESTOWN: URBAN RENEWAL PROJECTS

BACKGROUND

From 1985 through 1986 several Urban Renewal street reconstruction projects were carried out in Charlestown with funding scheduled from CDBG and UN contracts. These included:

Main Street from Sullivan Square to City Square

Warren Street from Thompson Square to City Square

Pleasant, Monument and Winthrop Streets from Main to Warren

Mishaun Street from Main to Rutherford

Mead Street from Main to Russell

Ferrin Street from Bunker Hill to end

Ferrin Street from Lowney way to end.

Other work in Charlestown funded from CDBG/UN programs included sewer installations and several site clearance projects. The sewer work was required by the Environmental Protection Agency. The EPA paid for actual construction while the engineering work was scheduled to be paid from CDBG/UN funds. The site clearance contracts involved demolition of several buildings for the purpose of public safety.

CONTRACTS

To carry out the street projects, the BRA engaged the firms of Edwards & Kelsey for engineering services and Andover Engineering & Design for construction.

Edwards & Kelsey carried out the street engineering services under two contracts with the BRA. These included: revisions to City, State, and Federal approval plans; modifications to Public Improvement Commission documents; resident engineering and final inspection. The first contract amount was \$60,000, of which the BRA has been reimbursed from UN funds for all but \$6,862. The second contract amounted to \$50,000, of which the BRA has been reimbursed for all but \$7,996. A third contract with Edwards & Kelsey covered engineering on EPA sewer work. This contract totaled \$250,000 and was funded from CDBG/UN funds, EPA funds, and City of Boston Capital funds. The final payment on this contract, in the amount of \$22,327, was made by the BRA and reimbursement is requested from UN funds.

The Andover contract, dated July 7, 1986, provided for reconstruction of these streets for a total amount of \$274,970. The contract was completed under budget at \$266,833 with funds provided from the City of Boston Capital Program in the amount of \$225,000 and CDBG/Urgent Needs in the amount of \$41,833.

The demolition work was carried out by the Napoli Wrecking Company on buildings located at 46 Rutherford Avenue and 478 - 490 Main Street at a cost of \$71,300.

URGENT NEEDS BUDGET

Street engineering -- Edwards & Kelsey (two contracts)	\$14,858
Construction -- Andover	41,833
Sewer engineering -- Edwards & Kelsey	22,327
Demolition and site clearance -- Napoli Wrecking Co.	<u>71,300</u>

Total, Charlestown Urban Renewal \$150,318

STATUS

All of the above work has been completed in a satisfactory manner and final payments have been made to each contractor.

CONTRACTS

The above work was carried out by three contractors. John Manning Construction Co. Charlestown performed reconstruction work on Phase I of Long Wharf under a contract amounting to \$1,385,243; South Associates provided landscape design for the Long Wharf area under a contract amounting to \$17,000 and Schoenfeld Associates provided engineering support for the reconstruction of Atlantic Avenue at a cost of \$60,000.

URGENT NEEDS BUDGET

Each contract was funded separately by U.S. ARPA through the Department of Housing and Urban Development and the American Waterways Development Administration under the RHA.

Long Wharf landscape design - South Associates	\$17,000
Long Wharf Phase I reconstruction - John Manning Construction Co.	1,385,243
Atlantic Avenue engineering - Schoenfeld Associates	60,000
Total, Waterfront	<u>1,462,243</u>

STATUS

The Manning contract has been completed and final payment has been made. The South Associates contracts are virtually completed and final payment is being made for final plans and filing of pertinent documents.

WATERFRONT: ECONOMIC REVITALIZATION AND PUBLIC ACCESS

BACKGROUND

In 1981 the BRA received a grant from the National Park Service for the reconstruction of Long Wharf. This grant agreement required the City to match the amount of the grant. The City used CDBG funds for this match. The work, now completed, included reconstruction of deteriorated portions of the wharf and the establishment of public open space, public walkways, and improved dockside facilities for Harbor ferries and excursion boats.

Shortly following the start of work on Long Wharf, the reconstruction of Atlantic Avenue began. This project included the portion of Atlantic Avenue between Commercial Wharf and Eastern Avenue. The cost of construction was funded by the Mass/DPW Urban Systems Program and the cost of engineering was covered as part of the BRA's Waterfront Urban Renewal plan with funds coming from the CDBG/UN programs.

CONTRACTS

The above work was carried out by three contractors: John Mahoney Construction Company performed reconstruction work on Phase I of Long Wharf under a contract amounting to \$1,385,333; Sasaki Associates provided landscape design for the Long Wharf area, under a contract amounting to \$175,000; and Schoenfeld Associates provided engineering services for the reconstruction of Atlantic Avenue at a cost of \$42,000.

URGENT NEEDS BUDGET

Each contract was funded originally by CDBG/UN funds. Payments have been made by the BRA and the amounts below are included as reimbursement to the BRA.

Long Wharf landscape design -- Sasaki Associates	\$65,073
Long Wharf Phase I construction -- Mahoney Construction Co.	8,600
Atlantic Avenue engineering -- Schoenfeld Associates	<u>9,832</u>

Total, Waterfront	\$83,505
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STATUS

The Mahoney contract has been completed and final payment has been made. The Sasaki and Schoenfeld contracts are virtually complete and remain open only to allow for final inspections and filing of pertinent documents.

FENWAY: URBAN RENEWAL SIDEWALK RECONSTRUCTION

BACKGROUND

Part of the urban renewal plans for the Fenway Urban Renewal Area consisted of street work on west side of Massachusetts Avenue from Boylston Street to Westland Avenue. This work involved reconstruction of existing sidewalks with brick and concrete paving, installation of street lighting, planting of trees at curbside, and related improvements.

CONTRACTS

In July 1984, the BRA awarded a contract to Universal Engineering Corporation, the project engineer for this Urban Renewal area, for the design work and preparation of construction documents related to this project. In January 1986, the BRA awarded the construction contract to P. Leone Construction Company. Work commenced in Spring 1986, and was completed later that year.

URGENT NEEDS BUDGET

The funding for these contracts came from abutters' contributions and from CDBG/Urgent Needs. The total cost of the work done by Universal Engineering for this work was \$85,908 and the total cost of the work done by the Leone Co. was \$379,992. Total CDBG/Urgent Needs funding for both contracts amounted to \$448,953 with the difference of \$32,810 coming from abutters. The BRA has been reimbursed for \$283,370, with the total due to the Authority for each contract as follows:

Universal Engineering	\$ 40,039
P. Leone Construction Co.	<u>125,544</u>
Total, Fenway sidewalk reconstruction	\$165,583

STATUS

Work is complete, and final payment has been made to each contractor listed above.

ROXBURY - WASHINGTON PARK: NEIGHBORHOOD REVITALIZATION

BACKGROUND

In 1985, the BRA prepared a rehabilitation plan for several housing units in Roxbury under the Federal Section 312 Loan program. Under Urban Renewal rulings, H.U.D. required that the facades in the designated area be homogeneous with the surrounding architecture. Thus, the BRA requested bids for facade restoration work at 18 and 20 Morley Street in Washington Park.

CONTRACTS

In June 1985, the Cousins Contracting Co., the low bidder, was awarded the contract to reconstruct the facades at 18 and 20 Morley street. The total contract was \$46,933 for which the BRA has been reimbursed for all but \$14,773.

URGENT NEEDS BUDGET

Final payment amounting to \$14,773 was paid by the BRA since the CDBG/Urgent Needs contracts expired.

Total, Roxbury - Washington Park	\$14,773
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STATUS

Work is complete and final payment has been made.

Site engineering - Green Associates	\$80,000
Demolition and site clearance - Napoli Wrecking Co.	37,933
Total Contract Price	\$117,933

STATUS

The demolition work has been completed and final payment has been made to the contractor. The design of New Dudley and John Edson Square is complete and street engineering work is in the resident engineering phase.

ROXBURY - CAMPUS HIGH: NEIGHBORHOOD REVITALIZATION AND STREETS

BACKGROUND

The Campus High Urban Renewal plan included the construction of New Dudley Street and the reconstruction of John Eliot Square. The design and engineering phases of this work have been carried out with CDBG/UN funding. The cost of construction is being paid from City of Boston capital funds.

Construction of New Dudley Street required the demolition of several buildings to clear a right-of-way. The cost of this demolition is scheduled to be paid from UN funds.

CONTRACTS

The engineering work has been carried out by Green International Affiliates. This work included conducting an archaeological survey required by the Massachusetts Historical Society and the Massachusetts Department of Public Works and preparing plans required by the Public Improvement Commission. Green also analyzed the traffic flow from the New Dudley intersection into John Eliot Square. Finally, Green prepared an estimate of the water and sewer qualities in the New Dudley Street area for submission to the Mass. DPW.

The demolition work has been done by the Napoli Wrecking Company. Napoli removed buildings from 100 - 111 Dudley Street, 19 - 23 Guild Row, and 24 - 40 Roxbury Street.

URGENT NEEDS BUDGET

Street engineering -- Green Affiliates	\$80,032
Demolition and site clearance -- Napoli Wrecking Co.	<u>37,800</u>
Total, Campus High	\$117,832

STATUS

The demolition work has been completed and final payment has been made to the contractor. The design of New Dudley and John Eliot Square is complete and street engineering work is in the resident engineering phase.

COLUMBIA POINT: NEIGHBORHOOD REVITALIZATION AND STREETS

BACKGROUND

The public housing at Columbia Point has been the focus of a public/private redevelopment effort in recent years. This effort primarily has involved renovating the abandoned buildings to be used for mixed-income housing. Other aspects of the projects have involved public infrastructure work including street reconstruction of Day Boulevard and Mt. Vernon Street, construction of a street connecting Mt. Vernon to the U-Mass property, and planning for a public waterfront park.

CONTRACTS

The BRA has entered into a number of contracts for the work at Columbia Point. Several of these have been funded from CDBG/UN funds. Engineering for the street work has been carried out by Universal Engineering Corporation. Work has included design of the streets, engineering surveys, soil tests, traffic studies, a regional utility inventory, and a waterfront improvements study. This contract totals \$449,000 of which \$434,261 has been paid to the contractor with the balance of the contract at \$14,739. Most of the amount paid to Universal was paid prior to the expiration of the BRA's funding contract with the City. Since expiration, \$167,385 has been paid by the BRA and reimbursement is being requested.

Landscape architectural consulting for the waterfront park was carried out by Carol Johnson Associates. Total paid to this firm amounted to \$19,050 of which \$4,200 has not been reimbursed to the BRA.

The Columbia Point Community Task Force entered into an agreement with the Boston Redevelopment Authority to act as a liaison between the public agencies and the community with regard to the Columbia Point Peninsula Revitalization Project. This contract totaled \$119,564. Of this amount, \$11,646 has not been reimbursed to the BRA.

URGENT NEEDS BUDGET

Engineering -- Universal Engineering Corporation	\$167,385
Landscape Architecture -- Carol Johnson Associates	4,200
Community Task Force	<u>11,646</u>
Total, Columbia Point	\$183,231

STATUS

The contracts with Johnson Associates and with the Task Force have been completed. The contract with Universal remains open as the firm is doing resident engineering work on the final phases of the street work.

BACKGROUND

The Urban Renewal study in the North Station area indicated the building of parcels for the CSA Building site as well as street reconstruction and other infrastructure work. These tasks gave rise to the need for engineering appraisals. Parcels were acquired not only for the CSA Building but also for the eventual widening of Longway Way. Further, acquisition appraisals were needed as part of a plan for a potential housing project on Cutting Street. Though this plan was eventually rejected, its consideration required detailed acquisition appraisals for several properties on Cutting Street. Due to high demand for these sites, the appraisals involved a thorough work of comparable sales and a detailed analysis of replacement costs in order to present an acquisition offer that would not be appealed and lead to time-consuming and expensive court work.

CONTRACTS

The engineers for whom URA funding is requested are Frank B. Rogers and Robert Kelley.

URGENT NEEDS BUDGET

Appraisals - Frank Rogers	\$1,500
Appraisals - Robert Kelley	1,500
Total, North Station	30,000

STATUS

These appraisals are completed and the contractors have been paid by the URA.

NORTH STATION: URBAN RENEWAL STREET RECONSTRUCTION

BACKGROUND

The Urban Renewal work in the North Station area included the bundling of parcels for the GSA Building site as well as street reconstruction and other infrastructure work. These tasks gave rise to the need for acquisition appraisals. Parcels were acquired not only for the GSA Building, but also for the eventual widening of Lomasney Way. Further, acquisition appraisals were needed as part of a plan for a potential housing project on Cotting Street. Though this plan was eventually rejected, its consideration required detailed acquisition appraisals for several properties on Cotting Street. Due to high demand for these sites, the appraisals involved a thorough look at comparable sites and a detailed analysis of replacement costs in order to present an acquisition offer that would not be appealed and lead to time-consuming and expensive court costs.

CONTRACTS

The contractors for whom UN funding is requested are Frank B. Rogers and Hubert Kelley.

URGENT NEEDS BUDGET

Appraisals -- Frank Rogers	\$4,800
Appraisals -- Hubert Kelley	<u>4,800</u>
Total, North Station	\$9,600

STATUS

These appraisals are complete and the contractors have been paid by the BRA.

SOUTH END: URBAN RENEWAL

BACKGROUND

Urban Renewal plans for the South End included the following street construction and reconstruction projects:

Tremont - Columbus reconstruction
West Springfield Street
West Canton Street
Herald Street
Harrison Avenue
Dartmouth Place
Windsor Street
Tent City streets: Yarmouth and Dartmouth

The Crosstown Artery
Worcester Street
Union Park Street
Oxford Street
Pembroke Street
East Concord Street
Montgomery Street

CONTRACTS

Engineering contracts for these projects involved two firms. The Crosstown Artery project, which dates back to the mid - '60s, was engineered by Fay, Spofford & Thorndike, Inc. and was funded in its initial phase from urban renewal funds. Subsequent phases were funded from CDBG/Urgent Needs and City of Boston Capital Funds. More recent work by this contractor has involved the Southwest Corridor connection from Massachusetts Avenue at South Hampton Street to Ruggles Street.

All other street engineering work has been done by the firm of C.E. Maguire, the designated engineer for the South End Urban Renewal area, with funding coming from City of Boston Capital funds and CDBG/Urgent Needs.

Construction contracts have been carried out by two firms. The McCourt Co. was low bidder for the contract to reconstruct Union Park Street from Albany to Harrison, which included improving the lighting system, and overhauling the surface drainage system.

The P. Leone Construction Co. was low bidder for the contract to reconstruct sidewalks at Chester Square Park and Massachusetts Avenue. The work included curb adjustments, gutter grade revisions, brick sidewalks and trees on Massachusetts Avenue from Shawmut to Tremont, and sidewalks, areaway covers and trees in Chester Park.

Another construction contract with the Mahoney Construction Co. involved Urgent Needs funds for work done on East Canton Street from Harrison Avenue to Albany Street. This work included alterations in the street lighting and drainage systems and the reconstruction of the street and sidewalks. The total contract cost amounted to \$123,168 and was paid from CDBG

funds. The amount included here for UN funding is \$500 and represents the final payment made to the contractor.

URGENT NEEDS BUDGET

C.E. Maguire Engineering	\$26,624
McCourt Construction	77,110
John J. Mahoney Construction Co.	500
Fay, Spofford, & Thorndike, Inc.	5,915
P. Leone Construction Co.	<u>175,000</u>
 Total, South End Urban Renewal	 \$285,149

STATUS

All of the streets listed above have been completed. The construction contracts with McCourt, Mahoney and Leone were completed satisfactorily and final payments have been made.

The contract with C.E. Maguire has not been closed out so this firm can provide services required by the Mass. Dept of Public Works in conjunction with the federally funded Urban Systems contract for Phase II of the construction of Tremont Street and Columbus Avenue.

Similarly, the contract with Fay, Spofford & Thorndike has not been closed out because this firm has been retained to provide engineering documents to the Land Court and the Public Improvements Commission for work done on Melnea Cass Boulevard.

